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for use. There are thirty-one pages of these notes, in close print, and it is a pity that this valuable part of the work should be so inaccessible.

There is an extensive bibliography which impresses one with the wealth of material at hand to write the history of the trans-Mississippi region. The omission of the publications of the Texas Historical Association is marked. On page 350 of volume two the reference to Pierce should be, of course, to Buchanan; on page 246, the date of the Bear Flag raising 1846 instead of June 15, 1848.

Miss Coman has done a real service in compiling this information of the trans-Mississippi West and in placing it in such a readable shape. The work should have a wide appeal. The style is simple, the narrative easy-flowing, and the most involved of the topics are developed with the skill of an unusual teacher. In spite of the rather extended consideration of diplomatic and political developments the author disclaims any intention of deciding the merits of the struggles, preferring "to suggest the underlying economic conditions that determined the outcome of war and treaty and race competition." We have here an extended compilation of what the men who explored and colonized thought of the country and of their work. Pages of extract from journal, diary, letter and report are evidence of this. For an exhaustive treatment and a satisfactory interpretation of the various parts of this extensive field we must turn as before to the work of the scholars who are searching each for his own section. This does not in any sense detract from the value of these volumes in fulfilling the purpose for which they were apparently intended. The work is profusely illustrated.

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D'OLLONE, V. *In Forbidden China*. Pp. 318. Price, \$3.50. Boston: Small, Maynard & Co., 1912. Koo, VI K. W. *The Status of Aliens in China*. Pp. 359. Price, \$2.50. New York: Longmans, Green & Co., 1912.

Few books of travel and exploration reach the standard here maintained. The D'Ollone mission in the years 1906-09 visited some of the still unexplored regions of China, Tibet, and Turkestan.

Only a portion of the itinerary is described in detail. The experiences in the country of the Lolos tribes still independent of Chinese authority in the region north of Tonkin and south of Tibet, and in crossing unexplored territory in the latter country, occupy all except a few chapters on Szechuen, the great central province of China, and recounting briefly the return of the head of the mission eastward toward the coast. Though traveling through territories uniformly reported as hostile, with one exception the mission at no time came to blows with the inhabitants. Diplomacy proved mightier than the sword. The descriptions of tropic forests, rivers which disappear into the earth to emerge again at great distances, rugged mountains, almost impenetrable jungles and marshes, tribal wars, the life of the nomad tribes, native religions, architecture, sculpture, arts and crafts, social customs, and religious sects are all done in a way which holds the reader's interest. Large numbers of people are shown to be living in true feudal conditions in interior China, many of the tribes are distinctly non-Chinese, and the connections of many, the evidence seems to show, must have been with

the west not with the east. Of course for the scientific conclusions the reader must wait until the deciphering of the rubbings of inscriptions, the translations of the native manuscripts and the comparison of other data secured, have made possible the publication of the complete report.

Mr. Koo's monograph gives the most extended account which has yet appeared on the position of aliens in China. Most of his material is drawn from publications in English including the Foreign Relations of the United States, the British and Foreign State Papers, and the numerous secondary works on China. Dependence on the latter is especially pronounced in the first section, though some of the most important, such as Hinckley's "American Consular Jurisdiction in the Orient," and the voluminous material on early European Relations with China contained in Blair and Robertson's volumes on "The Philippines" are not used.

The second part of the work dealing with the period since 1842 is much the more valuable. Naturally the chief thesis concerns the origin of extra-territorial rights. Mr. Koo shows in detail the reasons for holding that the idea of law as an attribute of persons was never accepted by China, that territorial sovereignty was always the basis of her law and that the few early and many later exceptions to the rule are explained by the peculiar circumstances of compulsion followed by the development of custom, both in contradiction of the will of the government. Next the extent to which extra-territorial rights have arisen by treaty grant is reviewed, and the degree of protection granted. The desire of foreign governments to extend the privileges is criticised. The chapters on the position of the alien merchant in interior China and on the rights of missionaries deal with material not previously used in English discussions.

There is no bibliography and the index is inadequate.

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DROEGE, JOHN A. *Freight Terminals and Trains*. Pp. vii, 465. Price, \$5.00. New York: McGraw-Hill Book Company, 1912.

Few industries can compare with the American railway freight service in multiplicity of detail, complexity of organization, diversity of kinds of labor employed, extent and variety of physical equipment used, or volume of business annually transacted. Mr. Droege's long and successful career in positions where he has been compelled to grapple with every variety of the innumerable problems of the railroad operating official, renders him eminently qualified to deal with the subject of the freight service in an intelligent and comprehensive manner, and from his large fund of information secured in years of experience, observation and study he has drawn the material for this extremely valuable and interesting work.

The construction, maintenance and operation of the freight yard, which is the most essential factor in the expeditious and economical movement of traffic, the details of freight house building, arrangements and equipment, the work of the freight house force, and the work of the mechanical department in its important function of caring for the motive power at the engine terminals, are the subjects with which Mr. Droege deals most thoroughly and effectively. Special chapters